

**From:** jeffrey epstein <jeevacation@gmail.com>

**To:** "██████████" <██████████>

**Subject:** Re: Bell 430 - Mick Bailey

**Date:** Mon, 19 Dec 2011 19:23:04 +0000

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Send

Sorry for all the typos .Sent from my iPhone

On Dec 19, 2011, at 3:08 PM, ██████████ wrote:

Jeffrey,.

Chuck found this Bell 430 on JetNet, and is back on Controller,. Paul Shrader did the interior and completion on this Bell 430,. this might be interesting, ., Like the Australian helicopter, this machine has not flown since 2009, but has a dedicated mechanic that runs the engines every month, the owner wants it sold, the BIG positive is BOTH engines where overhauled 60 hours ago,. \$250K total value, the Australian is 480 hours away from overhaul,.

this machine is located in UK,. total time 1660 hours, compared to 1270 total time on AU machine,. I am waiting for Paul to call me back,.

web link,.,and photos attached,.

<http://www.controller.com/listingsdetail/aircraft-for-sale/BELL-430/2001-BELL-430/1192405.htm>

comparison;'

Australian is a 2000 Bell 430 serial # 63 with 1270 hours, needs engine overhaul in 480 hours

UK Bell 430 is 2001 Bell 430 serial # 78 with 1660 hours, fresh overhauls, completed 60 hours ago, overhauls are required every 1750 hours,., FYI,.

you have interest,? or SEND LOI for AU B430,. I will update when I talk to Shrader

thx,

Larry

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**From:** ██████████

**To:** ██████████

**Sent:** 12/19/2011 8:43:07 A.M. Eastern Standard Time

**Subj:** FW: RE: Bell 430 - Mick Bailey

Hi Larry,

This 430 is in the UK and similar to 49063 has not been operated since September 09.

Secondly since the engines are only about 90 hours from overhaul they would need to be done and the purchase price would have to be little under US\$2.0 to make it happen.

Only difference is closer to the US.

BR

Chuck

-----Original Message-----

**From:** "Craig Lammiman" <██████████>

**Sent:** Monday, December 19, 2011 7:34am

**To:** "██████████" <██████████>

**Subject:** RE: Bell 430 - Mick Bailey

Chuck

The aircraft hasn't been flown since September 2009, its been hangared and stored with u ever since on a basic care and maintenance programme. The hours you state are current. We've recently provided an estimate to bring the aircraft to an airworthy status which is \$76,000 of parts plus £20,000 labour. An allowance would need to be made for the unknown factor. The owner is very well aware of this and honest in his own evaluation of the costs and work scope to bring the aircraft back to airworthy status. With this in mind he's happy to adjust the price accordingly.

The aircraft is a fantastic VIP spec with triple glazing and \$500k + of extras from the factory. I've attached some images and specs for you to consider.

Kind regards

## **Craig Lammiman**

Aircraft Sales Manager

PremiAir Global

Mobile: +1 401 789 1701

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**From:** [REDACTED] [mailto:[REDACTED]]

**Sent:** 19 December 2011 13:25

**To:** Craig Lammiman

**Subject:** RE: Bell 430 - Mick Bailey

Hi Craig,

Can you send me a status report on SN 49078. Last record I see is on Jetnet and it references a total time of 1660 hours on the airframe and engines.

Getting close to the engine overhauls unless the time posted is old and engines have been done.

We assume it is flyable status and has all inspections and bulletins up to date. Is it US or UK registered.

Best regards,

Chuck

-----Original Message-----

From: "Craig Lammiman" <[REDACTED]>

Sent: Monday, December 19, 2011 6:27am

To: "[REDACTED]" <[REDACTED]>

Subject: Bell 430 - Mick Bailey

Dear Chuck

Mick Bailey passed on your details to me regarding his Bell 430 Helicopter. The aircraft is for sale and based in our Blackbushe facility in the UK. Please feel free to call me when you can to discuss the aircraft, its situation may take a little describing to understand its airworthiness and general status.

Kind regards

# Craig Lammiman

Aircraft Sales Manager

**PremiAir Global**

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[www.premiairglobal.com](http://www.premiairglobal.com)

**Business Aviation Centre Farnborough Airport Farnborough Hampshire GU14 6XA**

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<Bell430SN49078.pdf>

<Bell430-BriefDescription.docx>

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